



46. In a vehicle of claim 41, wherein the governing orifice in the air supply line comprises a simple plug having a small diameter hole.

47. In a vehicle of claim 41, wherein the governing orifice in the air supply line comprises a simple plug having small diameter hole which plug is removable.

48. In a vehicle of claim 41, wherein the governing orifice in the air supply line is located in a fitting in the air supply line.

49. In a vehicle of claim 41, wherein the governing orifice in the air supply line comprises a restriction located near each air bellows.

50. In a vehicle of claim 41, wherein said air bellows assembly comprises at least two air bellows with at least one governing orifice located in the air supply line of said air bellows assembly to produce a time delay in the rapid changes in the air volume in the air bellows and wherein the governing orifice in the air supply line comprises a restriction located near each air bellows so that the pressure change characteristics of each air bellows can be regulated independently.

REMARKS

The application and claims have been amended to make it more apparent that the claims cover allowable subject matter and to overcome the objections and rejections under Sections 112 and 103. It is believed that the amended claims are in allowable form. The newly submitted claims correspond to the previous claims with more particular description of the features beginning on pages 3, 8 and 15 of the specification.

Any suggestions to more quickly place the claims in allowable form would be greatly appreciated. The claims as amended clearly distinguish over the art and are believed to be in allowable form. Indication of allowable matter would be appreciated.

The abstract has been amended as requested by placing it on a separate page following page 19.

The needed changes to the specification and drawings have been made. Indication of the needed changes by the Examiner is appreciated. Apparently, some of the difficulties may be due to the quality of the copy of the informal drawings. The nature of the restriction or orifice and its location and function is discussed in detail in the specification beginning on pages 3, 8 and 15.

Proposed corrections for the drawing are shown in red on the copy of the drawing submitted herewith. The numeral "1" refers to the truck in general. The reference in the Office Action to numeral "31" is not clear; no reference to numeral "31" is found on page 8 of the specification; numeral "31" is shown in Figure 5. Numeral "31" in Figure 5 refers to one of several possible embodiments of the springs which can be used on the type of vehicle discussed in the specification. Where possible, the corrections have also been set forth above in the amendment.

The numeral "47" in Figure 7 and numerals "22" and "27" in Figure 5 refer to different types of air line and orifice configurations. The different configurations of air lines and orifices and orifice locations are shown to illustrate that there are various types and locations for the air lines and orifices. These features are also illustrated in Figures 8, 9, 10 and 11 by numerals: 47, 81, 83, 107, 110 and 111. The latter illustrations show the independent and removable orifices which are discussed in the specification in several places beginning at the top of page 15, and specifically at the top and bottom of page 16 and top of page 19. Therefore the drawings and specification contain illustrations and description of the independent and removable features mentioned in the Office Action, and the objections should be withdrawn.

The rejection of the claims under 35 U.S.C. 103 and 112 should be withdrawn in view of the distinguishing features pointed out herein and amendments to make the patentability of applicant's invention more apparent. The references cited do not show applicant's invention.

U. S. Patent 3,285,281 to Pribonic et. al. shows the use of an "hydraulic type shock absorber" on the rear of a motor vehicle (col. 2, lines 40-45). The hydraulic shocks are attached to the frame of the vehicle and the assembly that secures leaf springs to the axle. The hydraulic shock contains an "inflatable element, 34" which adjusts the height of the rear end when the vehicle is loaded. This does not teach the use of an air bellows assembly. The system uses a variable air pressure system to adjust the height of the rear of vehicle by setting the initial pressure and height of the shocks. The details of the hydraulic shocks with an inflatable element to adjust

height are described in U. S. Patent 3,042,392 to Schmitz. These teachings show that the hydraulic shocks with an inflatable element does not suggest Applicant's invention.

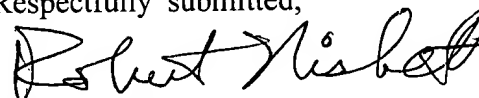
U. S. Patent 4,465,297 to Yamahara describes a complex and electronic vehicle height control system. This complex system does not suggest applicant's invention or any method of combining all or parts of Yamahara with anything. Yamahara shows the use of an orifice in combination with a by-pass valve 30, to restrict the flow out of a drier 13 necessary for the system. The drier and orifice with by-pass are located on the high pressure side (upstream) of the control valve 17 which controls flow down stream; therefore the orifice as shown in Yamahara does not control the flow of air into or out of an air bellows and does not show or suggest Applicant's invention.

U. S. Patent 2,953,391 to Whelan describes an air suspension system and control valve which would no doubt work well with the Pribonic invention or with applicant's invention but appears to be incompatible with the Yamahara control system and the Pribonic system. Whelan does not show or suggest applicant's invention or any method of combining parts of Whelan's air suspension with anything. In fact, the Whelan system requires a separate shock and two stabilizer bars as shown in Figure 1.

Thus, the references cited do not show or suggest applicant's invention. The references cited in the specification are to illustrate methods in which applicant's invention might be utilized and are not believed to be any more relevant than the patents cited by the Examiner but applicant does not make any representations concerning the patents listed.

Applicant's drawings (still informal), claims and application are believed to be in condition for allowance. Each of the subjects pointed out in the Office Action has been addressed herein and it is believed that each reference has been clearly distinguished. If it would expedite allowance or placing the application in condition for allowance, the Examiner is requested to call or fax the Applicant's Attorney with any suggestion or to resolve any question that might remain.

Respectfully submitted,



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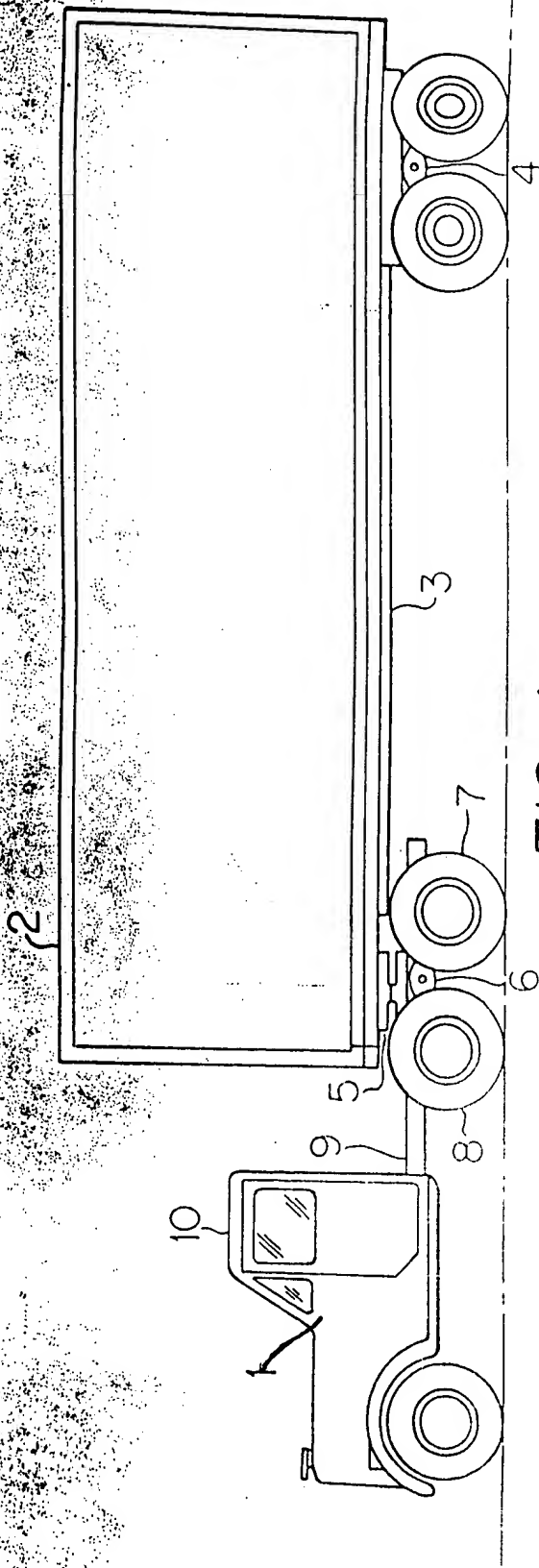


FIG. 1

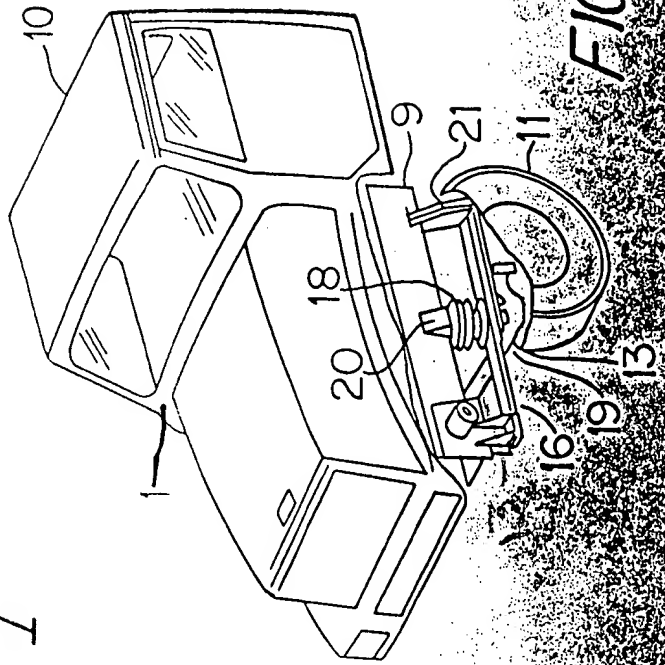


FIG. 3

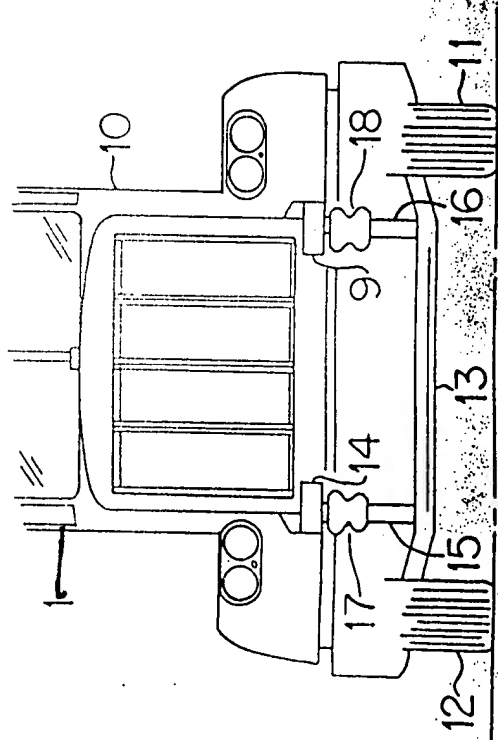


FIG. 2